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## AMA-MX

### Finding seven...

Utah finally brought the curtain down on the AMA 450MX series as Ryan Dungey captured his second title in three years, second for KTM in the premier class (now three in a row for the Austrians in the U.S.) and the seventh of the 25 year old's career. It also confirmed a 'double' for #5 in 2015 and the big question now is: when will we see him race next?

Photo by Simon Cudby













# O MX

## Welcome back...

MXGP is heading for a duel between Frenchmen Romain Febvre and Gautier Paulin in the four rounds remaining and early series leader Max Nagl comes back into play this weekend for the Grand Prix of Lombardia at Mantova. After missing four races recovering from a broken ankle the German could have a say in where the title goes

Photo by Ray Archer







**MotoGP**

## Parting gesture?

A fifty-ninth career success (thirty-eight in MotoGP) in Brno last weekend for Jorge Lorenzo was importantly also the fifth of the season for the Spaniard and took him to the top of the championship standings for the first time this year. Silverstone, Misano, Aragon, Motegi up next means a fair few riders could be seeing this view of 99 at a crucial stage of the campaign

Photo by Monster Energy/Northcott









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**MotoGP**

**bwin GRAND PRIX CESKE RE**

**BRNO · AUGUST 16th · Rnd 11 of 18**

**MotoGP winner: Jorge Lorenzo, Yamaha**

**Moto2 winner: Johan Zarco, Kalex**

**Moto3 winner: Niccolò Antonelli, Honda**

# RISE TO THE TOP

Blog by Gavin Emmett, Photos by Repsol Honda, [www.yamahamotogp.com](http://www.yamahamotogp.com)  
teamtech3.fr, Ducati Corse Press, Milagro, Monster Energy











A fifth MotoGP podium finish for what was his fifth victory in all classes at the sweeping Czech facility for Lorenzo



Another 100k+ crowd at Brno and at an event that had a question mark over its stability for a number of months. Dorna removed such future doubt with a long term contract over the weekend which saw the 46th running of the Grand Prix at the circuit

MotoGP CZE







Anniversary celebrations for Brno saw some classic machinery wheeled out. The first Czech GP was run in 1965 and the only circuit to have hosted Grand Prix more times is Assen

Ninth position was a best result for six rounds for Dovizioso who is striving to turnaround 2015







Close move by Sam Lowes on the way to another top five finish. Johann Zarco strengthened his position in Moto2 however





Marquez did what he could about Lorenzo but a 1-1-2 in the past three rounds represented his best run of form in 2015 and keeps him in with a distant chance of a third title









## TIGHT AT THE TOP...

By Gavin Emmett

**C**ould things look better at the moment in MotoGP? Two former world champions tie for the lead in the series with seven rounds to go, and the defending champ is breathing down their neck and looking back to his best.

Impressive showings from Marc Marquez in Germany and the USA put real belief into everyone's minds that he was more than capable of overhauling the deficit to the leaders, but the Czech GP has finally convinced me that the title is now Yamaha's, however strong the number 93's run-in becomes.

Although that is clear in my mind, I still don't know which of the two Yamaha boys will be celebrating by the end of Valencia. Judging by Jorge Lorenzo's performance in Brno, and knowing that the next few tracks are much to his liking, as well as set to feature the softer-edged Bridgestone tyres he prefers, then I'm leaning very much in the Mallorcan's favour.

I do however think it would be incredible for the sport if Valentino Rossi were to seal a tenth world title; it's a fairytale story which would top off a fairytale career. You simply cannot rule it out knowing how consistently he is taking big points. The Italian has not been off the podium since the Japanese GP last year - 15 races in a row - and it could eventually be this factor that gives him the edge over Lorenzo, who has missed out five times in the same period.

Looking at last year doesn't give us too many pointers either. The M1 was getting back to its best in the second part of 2014, and there was not much to separate the Yamaha duo. In the last seven races, Lorenzo took 126 points, with two wins at Aragon and Motegi, three second-places and one third, as well as the DNF at Valencia.

Rossi's form was almost identical, picking up 122 points in the last seven of 2014, with two wins at Misano and Phillip Island, two seconds, two thirds, and the DNF at Aragon. Lorenzo may have had a four-point edge, but will either fall foul of a DNF this season? Neither has so far.

With the points level after 11 rounds, effectively it is now a seven-race title-fight, with Marquez and his Honda now likely to be the king-makers rather than the kings themselves. My heart says Rossi, but my gut says Lorenzo, and as long as neither suffers horrendous luck, fans will be enthralled to watch the denouement of what has been a classic year for MotoGP.





# CLASSIFICATION & CHAMPIONSHIP

## MotoGP RESULT

### Riders

1	Jorge Lorenzo, SPA	Yamaha
2	Marc Marquez, SPA	Honda
3	Valentino Rossi, ITA	Yamaha
4	Andrea Iannone, ITA	Ducati
5	Dani Pedrosa, SPA	Honda

## MotoGP CHAMPIONSHIP AFTER 11 of 18 ROUNDS

Riders	Points
1 Jorge Lorenzo	211
2 Valentino Rossi	211
3 Marc Marquez	159
4 Andrea Iannone	142
5 Bradley Smith	106

## Moto2 RESULT

### Riders

1	Johann Zarco, FRA	Kalex
2	Tito Rabat, SPA	Kalex
3	Alex Rins, SPA	Kalex
4	Alex Marquez, SPA	Kalex
5	Sam Lowes, GBR	Speed Up

## Moto2 CHAMPIONSHIP AFTER 11 of 18 ROUNDS

Riders	Points
1 Johann Zarco	224
2 Tito Rabat	145
3 Alex Rins	144
4 Sam Lowes	118
5 Thomas Luthi	118



## Moto3 RESULT

### Riders

1	Niccolo Antonelli, ITA	Honda
2	Enea Bastianini, ITA	Honda
3	Brad Binder, RSA	KTM
4	Efren Vazquez, SPA	Honda
5	Jorge Navarro, SPA	Honda

## Moto3 CHAMPIONSHIP AFTER 11 of 18 ROUNDS

Riders	Points
1 Danny Kent	199
2 Enea Bastianini	154
3 Romano Fenati	122
4 Miguel Oliveira	111
5 Efren Vazquez	109





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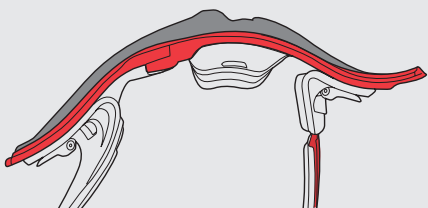
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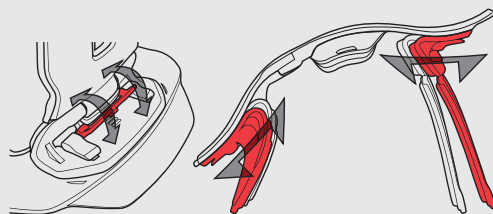
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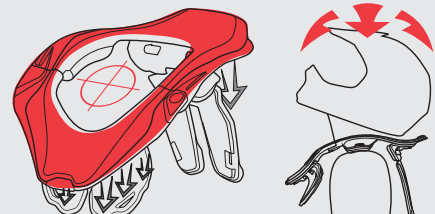
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**FEATURE**

# WORDS FROM THE TOP...

**OTOR CATCHES UP WITH MARC VDS OVERSEER MICHAEL BARTHOLEMY ON A TRICKY 2015 TO-DATE AND DEVELOPMENTS FOR THE BELGIAN CREW FOR 2016 AND BEYOND**

By Joe Beale, Photos by Marc VDS/[www.motor-racing.tv/marcvds](http://www.motor-racing.tv/marcvds)







**M**arc VDS Racing Team boss Michael Bartholemy is one of the driving forces behind-the-scenes in the MotoGP paddock and he is busier than ever this year, overseeing the efforts of Scott Redding in the premier class and Spanish hotshots Tito Rabat and Alex Marquez in the intermediate category.

Indeed, 2015 is the first year at the top level for the Belgian Marc van der Straten-backed squad and if Redding has not quite hit the heights expected yet, the determined Englishman and his team manager Bartholemy remain positive about the challenge ahead in the second half of the season.

Bartholemy runs a tight ship and his Team Estrella Galicia 0,0 Marc VDS outfit are regarded as being amongst the most professional and diligent in the FIM World Championship.

Bartholemy summarised the season so far saying, “well it’s our first year so it was a big thing that we were excited about, to go to MotoGP and bring the right package together with a Honda factory bike. There were many positive points that we were able to put together for this year. But there was also a little bit of adaptation time to learn about the tyres, the factory bike, not having the soft tyres. So there was a lot to do in testing for Scott, who had not ridden a bike of that level. Going into the season, from Qatar, maybe the expectation from us and from him was a bit high.”

“Then at the second round he was running in the top six or seven and he had a good race position, but I think he was a little bit too enthusiastic and then he crashed with Espargaro. From there a few of the races were quite similar and he was always struggling a bit for Q2. In Q1 it is difficult if you don’t have the soft tyre and we are often the only ones in there with the harder tyre. It’s important to be in the top two and go on to the Q1. So that meant the grid position was not always the best and it was a bit of a frustrating time.”

The respected team manager continued: “there was a highlight at Sachsenring where we performed very well all weekend, it was very positive. But then again on a positive weekend we had a crash on lap one, so it’s been a bit of a pity that on our two best weekends we couldn’t really show the potential in the race. But now we have to stay motivated, we can never put our heads down and we have to try to make the best out of it.”

Asked about his team’s technical package, having worked hard to secure a factory-spec Honda RC213V for Redding only for the rest of the grid to make ground on Honda thus far in 2015, Bartholemy said “Well for sure Yamaha have made a big step. Ducati are also there now and for me it’s even a bit surprising with Suzuki, with the unbelievable job that they are doing. We’re with Honda, they are a big company and we know that they are able to make good bikes, I’m confident about this. They have to work, we have to work, they have to make a bike that is easier to ride, but I am sure that they are able to make it.”







On the rumour that he has approached Cal Crutchlow to join Marc VDS for 2016 in an all-English two rider line-up the Belgian team chief stated: "sure I would like to have two bikes but I have only one starting place, so this is in the hands of Dorna. The time is ticking over and I don't know exactly when there will be a decision. Yes I've been talking to Cal's management but I can only do things that are in my possible range. I think things will stay a bit like they are for the moment."

Having absolutely dominated the Moto2 class in 2014, with Tito Rabat winning the title ahead of his then Marc VDS colleague Mika Kallio, the competition has been tougher this year. Kallio has been replaced by rookie Alex Marquez and the team are striving to regain their regular race-winning form.

"Last year we were first and second in the World Championship and no-one had done that in the last 16 years," enthused Bartholemy. "I think we broke something like 30 records. You can't reach that level every time. We have had some bad luck this year, where Tito was taken down and that has cost us 45 points. So if we had those points we wouldn't be so far away. We are working, we are back, now we are not making bad results, we can run in the top three, we can make podium results. For Tito he has to be as smart as possible until the end of the season and we'll see how things end."

Meanwhile, of the reigning Moto3 World Champion in his debut Moto2 season, Bartholemy acknowledged "from Marquez' side I was very impressed with him in the winter tests, then he struggled a bit at the beginning of the season. But it seems like from Mugello there has been an improvement and he's been a bit unlucky. But today (Sunday at Brno) I think he showed that he could go with Rins who has been on the podium a few times this year. We have to improve but today I was happy. I think we have done the best result of 2015 as a team this weekend."

Confirming the team's 2016 Moto2 plans to date he added, "Alex will stay with us 100% and Tito will definitely go to MotoGP but I don't know where yet. For now we are still finalising our second rider for Moto2 for next year."

Giving his overall view on the health of the Grand Prix paddock in 2015, one of the World Championship's key management figures concluded: "The money and the economic situation is still not 100% back but the situation that Carmelo (Ezpeleta) and Dorna have created for MotoGP has been a great job. To have 25 bikes on the grid now, is something that no-one would have believed two or three years ago. Nearly all of them are factory bikes competing on a very high level. MotoGP racing is the best motorcycle racing you can see. People can also enjoy interesting racing in Moto2 and Moto3 and then they can see the big champions racing each other in MotoGP. I think that's what the fans want."









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# PUTTING THE BOOT IN: THE BIRTH OF A **TECH10**

By Adam Wheeler, Photos by Ray Archer

BOOTS ARE ALMOST AS IMPORTANT AS A HELMET WHEN IT COMES TO GETTING DIRTY ON A BIKE AND IT IS VIRTUALLY IMPOSSIBLE TO IGNORE ALPINESTARS' INNOVATIVE AND MARKEDLY COOL TECH 10S IN A WIDE MARKET OF CHOICE. WE TOOK A TRIP TO THE COMPANY'S HQ IN ASOLO IN NORTHERN ITALY TO SEE HOW THE BOOTS ARE CONSTRUCTED AND WHY THE FOOTWEAR HAS BECOME AN EMBLEM FOR A FIRM THAT PRIDES ITSELF ON TECHNICAL DEVELOPMENT AND FIERCE LINKS TO RACING...



THE MAKING OF TECH10s





**O**pen a website, magazine or YouTube video and that distinctive ‘a-star’ logo will be in there somewhere. The fifty-two year old company that has grown across two bases – one in Asolo, Italy and another in Torrance, California to encompass almost five hundred employees – has also become synonymous with racing. Their roots might be in motocross and a state-of-the-art boot for Roger De Coster in 1971 that started the whole motorsports empire for Sante Mazzarolo and subsequently his son Gabriele but now the business is practically in every competitive discipline that involves a motor. And then some. On our tour of the modest but intimate setting in Asolo there is a whole showroom dedicated to Alpinestars’ push into the mountain bike and cycling world; the next frontier to benefit from an extensive catalogue of items that follow the firm’s mentality of quality, function and razor-sharp design tested on-the-road by the best and then thrown directly on to the shop shelves for us.

We’ve been to Asolo before. Two years ago we were provided with some insight to Astars’ efforts in body protection complete with neck braces, chest guards and other pieces geared towards off-road riding; meaning that Alpinestars can now dress you from neck to foot in their wares. Only the frantically packed helmet market remains aloof.

On this occasion we were allowed a sneak preview of the 2016 Techstar and Racer motocross gear that will be available and first seen in July (think lively colours, clear and big designs, black panelling as introduced for 2015 and some practical modifications for fit, weight and ventilation). What we were really after however was a detailed breakdown into how one of their most advanced and popular products among the two and a half million they make each year

– the Tech 10 boot – is actually put together. The boots themselves are manufactured in China but until 2006 they were actually churned out from the Maser building that was the original site of the Astars office back in 1965 and is now the development home and R&D site for the racing division. It is a small irony that Alpinestars have such a close connection between top level competition and their products yet the central office HQ is a mile away from this historic and important hub of their activities; never let it be said that geography is a barrier to greatness.

It is here among the exclusive MotoGP leathers for the likes of Marquez, Lorenzo, Pedrosa and co and racing suits for F1 stars that engineers are mulling over the next editions of the Tech 10 with 3D and 2D CAT computer technology. Personnel in another part of the site are constructing the allotted boots for Astars’ wide roster of racers. Before we are guided through the process in which a Tech 10 comes to life we see a cheerful lady working on a final check and cleaning cycle for some bright green and pink models. We are told that these garish ‘10s are waiting to be boxed and sent out to the U.S. where two prominent Supercross stars will buckle them up for the first time at Las Vegas and the final fixture of the 2015 AMA season. The worker is surrounded by boxes piled high with names like ‘Short’, ‘Millsaps’, ‘Herlings’, ‘Villopoto’ for perhaps the most unusual and star-studded ‘shoe rack’ to be found on any factory floor. Astars support over one hundred motocross and off-road riders around the world.

Tech 10s are part of an arsenal of motorcycle goods that are fired out to more than three thousand dealers in Europe and although Maser is located in what Press Manager Jeremy Appleton describes as “the silicon valley







of shoe and footwear design” (Sidi and other brands are very close by) and feels distinctly Italian, the company has an international flavour with apparently twenty-two different nationalities on the books and English seems to be the first language in the office corridors. Much of the motocross gear is developed in the USA but the boots remain - with the history - back in Italy.

When the Tech 10 finally arrived in 2004 it was the successor to another acclaimed and best-selling boot - the Tech 8 - and surprised everybody with its augmented ‘booty’ and low cut. “To me the previous boot looked really old and it was time for something new,” says company owner Gabriele Mazzarolo in an exclusive chat. “The idea was to always have the double-hinge motocross boot. The ankle and the boot needed to move together and we have always tried to have our products provide not only protection but work together with the body and [this] became the Tech 10; it has since changed quite a lot through the various generations.”

Alpinestars’ obsession to evolve and advance saw the brand challenge their same position as a market leader with the ‘8. The Tech 8 would not go away (and indeed the Tech 7 is the biggest hit from their entire range) but its day as a flagship model of the boot collection was over. “The main thing was to have something new and that applied from the Tech 2 to the 4 to the 7 to the 8 and then the 10,” Mazzarolo continues. “People get comfortable with what they have and it is up to us to find something better and show them it is OK to change. I remember with Jeremy McGrath. He was so comfortable with the Tech 8 but we gave him something better and this is the typical idea of Alpinestars and comes from the riders’ own philosophies.”

“It is not really a challenge because the racers that are with us, trust us,” he adds. “Jeremy was riding the KTM and he liked the Tech 10 immediately and at the time our prototypes were made from a material that was not as light as something out of a mould. So the prototype was heavier than the actual boot but Jeremy was like “wow, it is so light” which was great. The better a product fits then the better it works with the body and the lighter it feels. I knew the boot would feel lighter purely from feedback we had had before and to hear someone like Jeremy saying that was really nice.”

Tech 10s are fabricated each year mainly through factories and suppliers in a variety of locations including China, Italy and Eastern Europe. Astars have had links with companies in China for almost a quarter of a decade. Several hundred pairs for racing and other purposes are still put together in Asolo and it is the whole methodology in the construction that we are able to see on our visit. It is worth stating that even on the bulk commercial factory runs that Tech 10s are still hand-built. “A wide range of footwear is produced by Alpinestars and a lot of staff have remained for many years so there is lot of experience here,” says Appleton.





THE MAKING OF TECH10s





# D

## FEATURE

In the corner of the pattern room six technicians are having a meeting with 3D diagrams of the foot 'hull' of the Tech 10. This is the soul and sole of the boot; a single moulded polymer cast (that looks a little like a clog) and made from a mesh of five different compounds. Appleton explains that the technology is such that the resilient material can do different things "it is rock hard in the heel, spine and the toe for protection but soft in the middle to allow foot to move." The thermo-formed foot hull will be ultimately bonded onto the rest of the boot, removing the need for stitching and is one of the Tech 10s major calling cards.

Trying not to disturb the group we are shown some of the Tech 10 blue prints laid out on a computer where 23 layers of patterns will come together to eventually complete the finished article. It can take almost two days to do splay a whole boot on the screen and this is where the majority of the 'soft' part of the product is assimilated.



It is at this point that we are shown the 'last', which is basically a hard shape of the human foot around which the shoe is shaped, moulded and created. "The 'last' is the most important intellectual property of the footwear and determines how it functions," explains Appleton. "For motocross you need good feel but also good function. For the Tech 10 we use two lasts, one for bootie and then another for outer structure."



A handy dissection of a Tech 10 reveals how the last has shaped the boot and then items like the sole and a small metal plate for extra protection have been added. Moving from the real item back to the computer screen and the next room has a team of people dealing with 3D CAT software to compose the technical components. A curious metal box in the corner turns out to be a 3D printer and this is where Alpinestars have really been able to make ground in the last few years. “3D printing allows for rapid prototyping and complex shapes and it works by building up layers of resin,” Appleton educates. “Designs can be done in the day and left for printing overnight. It removes the need for a mould – which are expensive and time consuming.”

“We have even asked riders to test with prototypes for fit and feel before going to mould,” he adds “and it has made a huge difference in the speed of development.”

The data from the PC monitors head into the creation of the (amazing) 185 pieces that it takes to make a pair of Tech 10s with an additional 88 for the ankle section. First the materials are selected and cut for the lining padding and reinforcement segments. The cutting machine also automatically marks the materials with bonding lines and specific stitching locations: clever stuff. Special dyes can be added right at the beginning of the cycle to give boots a different colour; such as the black and green RV2 Ryan Villopoto edition.

A row of workers on sewing machines begin the assembly process of the upper section of the boot using different stitching techniques. Protectors for the calf, shin and sides of the lower leg are added as are buckle bases, then the inner ankle brace is put together as well. “We could get through 100 pairs of boots a day in terms of stitching but that is rare now,” says Appleton. “This place is pretty much on the go all the time through pre-season, so from the winter up until about now.”

## THE MAKING OF TECH10s





# D

## FEATURE

Finally the upper section of the boot is fully closed and ready for the foot hull/chassis. It is here that we meet Claudio who goes through the process of hammering out the boot on the last, applying heat-activated contact glue to key zones of the footwear (or solvent, that can also be re-heated to allow soles to be taken off and replaced) and then pushing both the boot and the chassis together.

Once the upper boot and foot chassis have been bonded, the outer sole preparation continues. This bonding is again one of the hallmarks of the Tech 10. Before the boots had to be stitched onto the sole (look at the bottom of a pair of Tech 8s) and not only is this hard to get right but also requires skilled and extremely strong workers to carry out the operation. Appleton claims the failure rate of boots once the Tech 10 technology came into play dropped substantially. Nevertheless despite the diversity of the manufacturing paths the Tech 8 endures. "It is still popular and people like that 'out of the box' feel. There is a generation who like that feel and finish," he says.

After the foot hull is banged into place and then secured to ensure contact patches are met the entire boot is passed along a short conveyor belt where it is heated and the final stage of the adhesion is done and dusted. The boot is then compressed to make sure the bonding and fit of the paths is correct and secure.







## THE MAKING OF TECH10s

“Performance of every product is so important to us. We have a massive catalogue of material and components so we must stay on top of quality control.”

It is in this fantastically clean area and collection of machines where Astars’ ideas are smashed, stressed, washed, burnt, drowned, frozen, pulled apart, scratched, gouged and analysed for resistance and other deterioration.

The ‘last’ is normally left in the boot for twenty-four hours and then it is sent over for finishing (quality control for inspection of marks or deformations), labelling and packaging. It is at this point that we notice the difference between the pure white of the upper boot and the slightly rubbery look of the sole. Alpinestars say they do R&D with tyre companies, namely Pirelli, for new compounds. When they have a potential new construction for a sole then they ask riders for input and feedback. The black footpeg patch on the base is coloured in this way purely to give more strength and resistance to the part of the boot that arguably takes the most punishment. As you’d expect the quality control is rigorous. “A sample from a large batch will be sent for torturous checks and are obviously prevented from being sold,” Appleton says. “Finished boots are then labelled and boxed and either taken to the track or shipped to the athlete at a personal address or a team’s HQ. Graphics kits are also applied before boxing where applicable.”

What would a ‘torturous check’ consist of? We are able to get an idea after earlier being taken through Alpinestars’ laboratory. It is a key area of the company where all components, composites, material and theories are ‘road tested’ before they even reach an advance stage of product development. “Every single product is signed off by the lab,” comments Appleton.





An example is the 'Walkameter'. A boot is positioned in the mechanism and made to do 100,000 cycles of movement; the same as a thirty-mile walk. "This is done to test the wear of soft materials and also to test the moving parts to see if they are affected," explains Technician Colin Ballantyne. The 'Climatic Chamber' involves items or material left inside for three, six or nine weeks and at all temperatures to check for problems with adhesion or rust and also for replicating freight journeys for humidity. The 'Sun Test' sees part of objects wrapped in foil, and left isolated under bright light for twenty-four hours to test the durability of the plastic. "It is a sad fact that white plastic always tends to go a bit yellow but we use additives to get the right shade or at least prolong it," Ballantyne says. The machine evaluates this and tests other colours, even those that apply to packaging and conditions for window shop displays. The tour de force continues. The 'Compression Dynamometer' looks for the crush resistance of a boot sole. The 'Buckle Test' does 3-5000 open-and-closing cycles for an idea of wear and then a contraption that tests an off-road sole section for footpeg erosion sees 45 kilos of force scraped repeatedly across the base of the boot, although Ballantyne believes that this test is a "bit robotic and not representative of the dynamism of riding but at least serves as a measurement."

Alpinestars are relentless. According to Appleton around fifty new products are released to every new collection: each one issued depending on the season of the year, like the fashion industry. It is only natural to assume that the Tech 10s you are reading about or considering buying are already old news. Like a species of shark, you get the feeling that this company will wither and decrease if it ever stops moving. "We are always looking ahead for the next concept," confirms Mazzarolo. "The next one [for the motocross boot] is very strong and what we have had ready for a long time with prototypes and tests is the along the same lines [as the Tech 10] but more extreme. The concept of how we are able to have the ankle supported but still moving is one thing...but we are also looking at the next idea, and it is pretty advanced! We had some of our racers try the new stuff but we had to go back a little bit because it was different for them, that's for sure, but it will come and this is normal for us. Looking far ahead is just something we do and it is more interesting for us this way."





## THE MAKING OF TECH10s

Naturally details are top secret and there were even areas of the R&D race workshop where we were asked not to take pictures. In the midst of an interview though it was worth trying to eek some information and this is all we got: "We had a big revision of it [the Tech 10] on the market this season so it will be another year or two [for something new] but there will be something different eventually."

Alpinestars are working eighteen months to two years ahead of the wares we can see and buy. A keen eye might spot some special prototype stuff on the likes of Herlings, Barcia and Tomac as the brand's premier athletes and they get to test and try the new goodies first (as does Mazzarolo, who claims that sometimes he rides home from work with different boots on each foot to keep mixing pleasure with business). The owner also gets in on the act when it comes to the dirt. "Every time I ride off-road, which is quite a lot, I have a new generation of the boot or a small change and that's quite exciting," he reveals. "We do development on the boot practically every week. It is to do with durability as well."

Taste and preference is subjective of course. A comfortable boot or colour-way on some riding garments might be unbearable or eye-catching depending on the individual but there is absolutely no doubt that the Tech 10 can be considered a work of art when you pick it up and examine how and where all those components fit together and how sturdy the whole thing feels. The last word goes to the man who invested and strived to make a necessity into something of an icon in the sport. "We were fortunately in a position where we never had to think about the investment or what it [making the Tech 10] would mean for the Tech 8. In product development we cannot think of there being a limit."

"The Tech 7 and Tech 8 were important motocross boots but if I look across the history of the product then I think the Tech10 is something I most proud of."





## SCOTT

So often the segment leader when it comes to goggles Scott have a diverse range of products and their enduro garments and road jackets and gloves are top quality. The new 550 boot addresses some of the practical difficulties with such heavy-duty footwear (namely fitment and flexibility) and in our opinion the company based in Switzerland have come up with some decent looking 450 and 350 off-road riding gear for 2016. The designs and colours from the 2015 lines were slightly uninspiring but Scott have picked up the ball this time and – like several of their competitors – come up with some schemes that easily facilitate a mix-and-match approach to the pants, shirts and gloves.

The **350** gear focuses on lightweight, ventilation and slim profiling to keep pace with their competitors. For the pants the selling points are: Articulated pre-bent fit in rider attack position, ribbed Spandex upper knee, stamped Leather inner knees for durability, natural lower leg cuff, ultra-light TPR's, nylon 900-D inner lining on knee leather to eliminate knee brace wear. It then comes down to personal taste and we think Scott have done a pretty damn good job for 2016.

<http://www.scott-sports.com/global/en/products/motosports-offroad?q=&page=0>











**AMA-MX**

**UTAH NATIONAL**

**MILLER, TOOEELE · AUGUST 15th · Rnd 11 of 1**

**450 winner: Ryan Dungey, KTM**

**250 winner: Cooper Webb, Yamaha**

# LEFT FOR DUST

By Steve Matthes  
Photos by Simon Cudby

**RYAN DUNGEY WRAPS THE FIRST 450 CLASS CHAMPIONSHIP DOUBLE FOR KTM WITH ANOTHER TYPICALLY SUPERIOR PERFORMANCE IN SALT LAKE CITY. THE 250s WILL BE TIGHT UNTIL THE LAST LAPS AT IRONMAN RACEWAY NEXT WEEK...**





PLAY



The penultimate round of the 2015 Lucas Oil Pro Motocross Championships took place this past weekend about 40 minutes outside of Salt Lake City, Utah. The 250MX series is going down to the wire with a two-point lead for Star Yamaha's Jeremy Martin over Red Bull KTM's Marvin Musquin. Both tied for the overall at Salt Lake City thanks to a couple of great come-from-behind rides by Martin. As well, his teammates made it a bit easier for Jeremy with blatant pulling over (although Martin was coming at a high rate of speed) and GEICO Honda's RJ Hampshire tipping over in the last turn of the first moto while in third. This title has proved to be a great battle all year long and we'll have more for you next issue when this thing is decided.

In the 450MX class it was Red Bull KTM's Ryan Dungey walking to his third motocross title with a dominant first moto win where he came from the back to run down RCH Suzuki's Kenny Roczen. This season didn't start out ideal for Dungey as GEICO Honda's Eli Tomac ran off and hid for five straight motos. But slowly Dungey was trying to figure out the brand new KTM 450SX-F as his charge to the supercross title prevented him from doing some serious work on the new bike. Tomac got hurt at round three and Dungey grabbed the reigns from there.

With Roczen struggling with injury and a motorcycle he wasn't 100% happy with and JGR Yamaha's Justin Barcia taking a while to get going, the #5 KTM just kept racking up win after win. It ended up being a great season for Ryan and the team, one that showed he's still the total package in American motocross.

Roczen beat him last year, Barcia got some wins and matched Ryan at times but week in and week out there was no lull in Ryan's game. He's the terminator of motocross. He just doesn't stop coming and no type of weather or track can stop him. If the old adage about winning titles on your worst days is true, then it's easy to see why Ryan wins titles when his bad days still include standing on the podium.















Fourth position for Blake Baggett means that '4' is marking a quietly impressive debut season in the 450 class and is now close to securing the same ranking in the standings











Third on the day was earned with a tenth top three moto result from the last twelve for JGR Yamaha's Justin Barcia who has to lock-up the runner-up slot in the 450 class and then think about leading Team USA at the Nations



## 100%

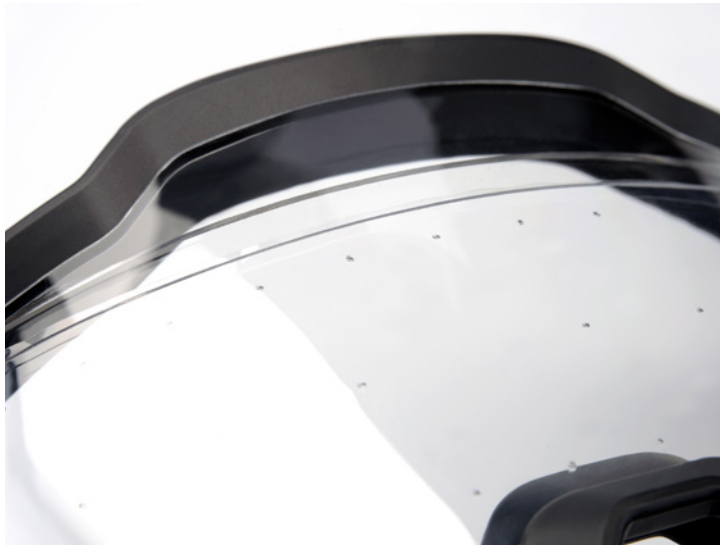
News of 100%'s new **Forecast** roll-off equipment broke ground last week and the brand that is now topping popularity polls for goggles in the U.S. (claim courtesy of a poll on [www.vitalmx.com](http://www.vitalmx.com)) seem to have made another bold forward step by taking the best of Pro Grip and Scott's WFS systems and creating a lens hugging film that offers a vast amount of vision. Their PR promo text sums it up nicely: 'by designing a complete system, we were able to engineer components that work together in unison to fight out the elements. Transparent canisters provide an easy view of remaining film and at 45mms wide it provides the maximum amount of vision in MX. There is smooth rolling drawstring for easy pulling and film exits closer to the lens to reduce dirt from entering the main view. SVS embossed lens with integrated clear mud visor. Self-cleaning canister with integrated film wipe reduces mud build up. Accepts standard and laminated tear-offs.'

100% have some of the best riders in the world wearing their product – see Paulin, Martin, Musquin, Wilson, Guillod, Webb and more – which gives them a vast testing base right at the sharp end of the sport.

[www.ride100percent.com/blog/tag/100-mud-specific-goggles](http://www.ride100percent.com/blog/tag/100-mud-specific-goggles)









# GERMAN WINGS...

By Steve Matthes

**T**he last couple of weeks we've seen a lot better things from RCH Suzuki rider Kenny Roczen. After a mid-season slump that saw him off the pace, the German superstar has been challenging Ryan Dungey more and more recently with his last race in Utah bringing him closer to both moto wins. After the race, we caught up with Kenny to talk about his season...

**I see a change in you today. Even though you went 2-2, you led a lot of laps. What did you change differently on the bike?**

Well, it's a puzzle piece that was missing. We've been going through a lot of struggles this year, and I have the same setting. I actually did some testing back in Florida and stuff but it just didn't work out. I rode the first practice and it just wasn't the right thing. Basically went back to my Unadilla setting, just a little tune. It's not ideal but it seems like that's what I feel the most comfortable with right now. So that's basically just what's up. My body has been feeling good the whole time, it's just other struggles with the bike and a bunch of things that now run a little bit smoother. I feel more 'back'. I feel more like myself and I enjoy going out. I think it shows in the results too. It's about getting the puzzle pieces together. Unfortunately the season is over but it's still good that we figured something out a bit rather than nothing.

**One of the pieces of the puzzle is your mechanic Kelly Lumgair is leaving you and you've already been working with your new mechanic Oscar Wirdeman right?**

Yeah, I think that was a big thing. Oscar's really smart and he's been in Florida. We've been doing a bunch of chassis and suspension tweaks. He's really good. I really like it a lot. We have it now to where I can go out and ride and kind of know what the bike does. Before we were from the beginning needing a complete overhaul to just find ourselves again and have something that feels decent.

**Talk about the front end. I was over talking to some of the mechanics. You're not using the air forks?**

No comment. I can't really say a whole lot about it. It's a lot more fun to ride and it's more predictable for me. I finally feel like I can turn and I feel a little bit more like myself out there. Obviously Ryan (Dungey) is really strong right now and he's really confident, but I think if I could have had what I had now from the beginning on and not have an injury and stuff I think it would have been a whole other story. But he did great this year and the KTM team too. So it is over and the season's over too. I'm bummed that I finally now just started picking things up and everything but, like I said, better now than never. It'll give us a little bit relief for next year.

**Let me ask you this, last year the Monster Energy Cup you didn't ride because you had switched teams. Will you be at the Monster Energy Cup this year?**

I'm going to try. I love the event, but I'm getting back surgery on the 31st, so I'm going to see how the recovery is going to be after that. I don't think it's going to be anything too crazy but you never know.





**You lost today but Ryan rode great. But you're in a whole lot better place today than you were a month ago when all of us, me included, were going, what's going on with Kenny?**

Yeah, there were a lot of questions and he isn't fit, he isn't that...

**Does it piss you off or no?**

I don't really care. Nobody knows what's going on. Physically nothing has changed from two weeks ago, even three weeks ago. The rider and the bike and the team have to be one piece and that's just what has been missing. And it's hard for me because I can say a lot of things and if people listen or not is something else, but then again we did a change in Unadilla and I was like, wow, I can actually turn! I was actually pretty pumped. After first practice I wasn't too happy again. I struggled the whole time. I came in and I'm like three seconds off the first. I'm like, great. The start's great. I made a change, I come out seven tenths faster. I was leading the practice.

**And even though you crashed in the first moto in Unadilla, you were fast.**

Yeah, and I didn't have a front brake. There were a lot of spots where I was like, man, if I could have actually turned normal and had a front brake I would have caught up pretty good. And then obviously in the second moto we were hauling ass the whole time. And now this week again we had two good motos. Yeah, I got second but it's a big improvement. If you look a few weeks back it looked a whole lot different.







# PRODUCTS







## FOX

We highlighted some of Fox's riding gear in the last issue and claimed that the versatility of the company's work comes through the ability to go head-to-toe. There are also some innovative elements like the Flexair technology for the pants and shirts and with the V3 and V4 helmets. The V4 is the most expensive and top of the line (the shell is made from carbon-fibre and it has one more intake port and four more exhaust vents for cooling) but the **V3** is slightly cheaper and just as effective with a multi-composite shell. It also comes with the MIPS technology and the following aspects: 3 shell and 4 EPS sizes for a precise fit, dual density EPS liner, Dri Lex® comfort liner, 14 intake and 4 exhaust vents for optimum airflow and exceeds ECE22.05 and DOT certifications.



Matching up with the premium **Instinct** boot is not difficult. The footwear is arguably some of the best looking on the market and – like the helmets – claims to offer exactly what the rider will need. Fox say the Instinct has: Hinge Lock-out stops motion before hyper-extension, exclusive Duratac Fox rubber compound provides unprecedented grip and durability on the sole, A slim medial design keeps you close to the bike with the Duratac burn guard giving grip, a low Ride Chassis Gets the riders foot lower to the ground and closer to the foot peg, flawless buckle operation every time, slim toe box design for easy shifting and a slimmer overall profile.

Have a look at [www.foxhead.com](http://www.foxhead.com) for more info on colours and detail



# FINDING A WAY...

## ADAM CIANCIARULO

By Adam Wheeler, Photos by Ray Archer

FOR A LONG WHILE THE NAME 'ADAM CIANCIARULO' ALMOST MEANT 'THE INEVITABLE'. THE MONSTER ENERGY PRO CIRCUIT ATHLETE, GRADUATE AND 'PRODUCT' HAD THE RIGHT RESULTS, PROFILE, Demeanour, SUPPORT AND NAMES IN HIS CORNER TO FOLLOW THE VILLOPOTO TRAIN LINE. THREE INJURIES IN THE LAST EIGHTEEN MONTHS HAVE DERAILED THINGS SLIGHTLY. WE SPOKE WITH THE ENGAGING EIGHTEEN YEAR OLD DURING THE SUPERCROSS SEASON FOR A STORY THAT WAS ORIGINALLY LAID OUT IN UK PUBLICATION DBR AND WHILE 2015 HAS BEEN NOTHING BUT FRUSTRATING AGAIN FOR AC, HIS WORDS AND THOUGHTS ON A CAREER ON THE CUSP REVEALS SOME CURIOUS INSIGHTS INTO WHAT IT'S LIKE TO TRY AND MAKE IT TO THE TOP IN THE FRANTIC AMA SCENE...



ADAM CIANCIARULO





**A**dam Cianciarulo is a freak: in the nicest possible way. It is alarming how disarming, dedicated and renowned the Pro Circuit rider is just out of his teens and – hopefully – with still a wealth of professional seasons ahead of him.

He is a talker, and doesn't have any qualms in articulating how he feels and his thoughts on racing and motocross. Rather than a Q+A the interview becomes more of a spiralling conversation as Adam strives to get his point across. In fifteen years I've not encountered a more eloquent eighteen year old with a grasp of what he is doing and where he is trying to go.

AC has been long in the game of course. He has been feted for stardom even before his voice broke and has been part of the Aldon Baker training system for almost half a decade. There are not many young riders and athletes that can boast an education that involves the likes of Vilopoto, Mitch Payton, Baker and the full attention of Kawasaki. There are also not many who have had to deal with a spotlight and media infatuation quite like '50' who is emerging just at a time when the industry and Kawasaki are thinking 'where is the next phenomenon?'

The Cianciarulo engine however has stuttered so far when it comes to producing the goods at the right moment. Injury, illness and absenteeism have been mixed with sensational results such as East Coast Supercross victories in Dallas, Indianapolis and Detroit in his rookie term. His shoulders have taken a battering but when fit and revving-free the teenager has looked formidable.

He may have lost a very decent shout of the 2014 East Coast title before wrecking his upper left arm in Canada last year but the Geneva accident to the same shoulder in the winter was a new low, and meant that major honours in supercross has passed him by for the second time.

Cianciarulo has generated pretty of press as Kawasaki/Pro Circuit/Monster's potential new darling in the professional arena and his record of eleven amateur titles meant a notable standing even before he entered an AMA gate. We wanted to ask Adam about the large 'balloon' of expectation that seems to be tied to his wrist wherever he goes. For all his evident charm, good sense of humour and outward confidence he is intensely driven by an ingrained sense that winning = achievement, and anything less is a degree of failure. In normal sporting terms this is a horribly worn and inappropriate cliché but there are not many Pro athletes with Cianciarulo's background – thanks to more supportive/allegedly-pushy parents – or the backing (trainer, advisor, mentor, role models) in place. It makes him unique and it is almost impossible to find a racer more primed to embark on a ridiculous streak of glory. Sadly the oldest leveler of this sport – a visit to the doctor – has been the only thing keeping AC tempered.

Despite the setbacks and the adversity that he has had to learn to deal with in his young career, Cianciarulo is still waiting to take-off and then another type of circus will engulf him; having the time then to find out a bit more about his approach and philosophy to life will be harder to obtain. So here is how an (almost) motocross megastar views the world; from the comfort of a large brown sofa in Norco, CA and a bungalow house a five minute walk from Payton's residence.



ADAM CIANCIARULO





**You've likened your young Pro career so far to a rollercoaster ride. How has it been dealing with adulation one minute and then injury misery and frustration the next?**

I think with this sport in general you have to keep such a level head all the time. You cannot get too happy or too low or be too hard on yourself because it is such an up-and-down thing. One weekend you can feel like you are on top of the world and the next you can feel like you don't matter at all.

**It cannot be easy to do that...**

It is how I think. Being around Ryan Villopoto for so long you could see that he almost didn't want to get too happy after a race because he knows it can change so fast. I think - 100% - that this is why he won all those championships and has been so successful because he doesn't let himself get too down after a bad race or too high after a good one. It [his mind-set] is something to stop getting flustered.

**So far you've surrounded yourself with the right people all the way through. It is like you identified the best possible route to success...**

It has gone really good for me and I've had all the pieces in place since I was five or six years old. My parents were willing to do 'whatever' to get me racing and in the right places. It does seem like everything along the way has fallen into place perfectly. Aldon Baker I've had since I was fourteen years old. I've had it all. I've been with Kawasaki pretty much all the way, since I had their support from riding a 65. I've had those 'pieces' and if you look at it from my point of view then I'm the only person that can screw things up. That is part of what makes it hard. I know that everybody else knows that! I've dealt with the pressure since I was six or seven years old...and people saying: "well, he should win". If I come off the track and win it is no big deal. If I come off and there's a guy who hasn't beaten me but was maybe five or six seconds behind then it was a big deal! It has always been that way and it has kinda programmed my brain not to get too excited.

I have a job and my job is to win. I have done this-this-and-this to get to that. I have all these people around me. I have to win. And it has always been like that.

**Was there a time when you wanted to step out of that or rebel against it? You've been that key cog in the machine...**

I've definitely been in the machine! It is what happens when you start winning so young, and if you don't keep doing it then it looks like your value is declining. I had to keep winning to get everything I wanted. It was good because it helped me mature at a young age. Due to my surroundings I knew what I had to do. I think it was tougher on me than all my competition but in the long run it will be something that I cherish.



**That's the paradox. People might think you have it easier but in some ways it is actually harder and by being 'the favourite' you have a different set of circumstances to deal with.**

Yeah, I always had somebody there at the track pushing me. Add all the great sponsors...it makes it difficult from the perspective of pressure but at the same time you cannot complain because you've got everything you wanted. Like you said earlier about me rebelling: I don't think I have ever wanted to go out and party or do anything like that but it is good sometimes to give your mind a break.



You almost have to 'forget it' for a while. During bootcamp I cannot focus on anything else apart from what I am doing and it puts your mind at ease when you know you can only think about doing this or that.

**But is there any way to switch off from being 'Cianciarulo: Next Star'? Or when you've won the Main Event, had the slaps on the back and watched the video because there are only a couple more days until the next one...**

It is funny because leading into supercross last year I was confident – I'm always confident I can win and that is not to sound cocky at all but I've done so much as an amateur and I've beaten pretty much everybody so I feel that I can beat anybody! It is kinda cocky...but I do feel I have the ability to win anything. The story was that I wouldn't 'do much' in supercross. Dean Wilson had gone back to Florida and had made a comment to Chad Reed and those guys there that he thought I wouldn't even be in the top five and that whipped me up a little bit. I was still in a low point in my training at that point in mid-January so - it is a weird story – but it is what gave me the impetus to win. We went to Pala and it was just Dean and I there in the truck. He was doing sprints and I was doing a 25-up moto and this was just three weeks before the race and then my body was starting to peak. He went in front in his sprint probably thinking 'he's a kid, no big deal' but I was doing my moto and caught him, and that was a big thing for me. Now, it is a bit of a stupid thing to talk about but as a racer it gave me everything I needed. I was feeling good and Dean had just won a race on the West Coast. I thought 'I've got it'. Basically I then went to Dallas and was the fastest qualifier and thought 'I can win this thing'. I did it and then it was three days more of riding and getting on a plane again. I had to come back down to earth quick.

**But how do you do that?**

Last year – I'm kinda answering your questions indirectly here! – when I did win I told myself: 'I'm gonna enjoy it Saturday night and be

pumped on it. Sunday also, texting everybody.' Monday morning and on the two-hour drive to the track (because I was living at my parents' then) that would be my last spell. I'd be like super-amped on it. Then getting to the track I would not talk about it again. And I learned that from Ryan. When I was growing up around him and I didn't know him so well, Ryan is an intimidating guy, you don't want to say or do the wrong thing so nobody ever talked about the race; including Ryan. He was so successful so I thought 'OK, don't talk about the race' and that's my thing now on a Monday.

**Your personality seems different to his though...**

Yeah, Ryan and I are completely different people but at the same time I think there are the same characteristics that make a champion. It goes around to the 'level headed thing'. I think it is a way for me to calm myself down, otherwise I'll be amped on a win all week! My entire dream and life was to win one Supercross race. It is short-term thinking but you start by wanting the one race and then the next and then a championship and then more championships. At that point [Dallas] it was all I wanted so you have to be extreme about it.

**When you mentioned the Wilson story and your body kicking-in: through all that work with Aldon and those sacrifices is that the optimum moment of trust? When you think 'yeah, everything the guy says is working'?**

For sure; especially because Aldon's programme is so hard. You feel that you are over-training but it is all about this formula that he has fine-tuned over fifteen years - or however long he has been training in motocross - that works like clockwork. You know that you push hard, kinda back-it-down and then two weeks before the race you start to come up and everything starts to click. You do have to have trust because a month before the race you are feeling like crap but then you start to come-around. I saw it especially last year because it was my first time with bootcamp and it was difficult. I thought 'man, what am I doing?' Mitch [Payton] was



like “you gotta step it up!” and I said “I can’t; I don’t feel good”. It is not necessarily the riding but just the amount of time and the intensity. But it all does come around and you gotta trust him.

**How did it work for you coming through the ranks? Did you have people trying to advise or school you? Or because of people like Aldon, Mitch and Ryan you were almost left alone?**

I listened to the people in my circle and that’s the way it has always been. There have always been other comments as well! With the internet you get opinions on what you should be doing and what people think. I learned to always trust the inner circle. During the amateur days there was so much hype and people took that as me doing my own hyping. They thought ‘Ken Roczen is fifteen and he’s just won a GP and you’re fourteen, an amateur and yet everybody is talking about you’. I thought ‘you’re right!’ I never thought I was someone like Ken and people assumed I was talking about myself as the next Ricky Carmichael and that’s not me at all. I was never claiming that but it seemed to be the perception and the way that people were writing about me. It put that bar there and I had to come in and kill it right away.

**In one way that hype helped things fall into place around you – like you said – but then it did mean a strange scenario that not many riders at all face. I remember sitting in the press conference for the first Monster Cup back in 2011 and watching you at the top table with Villopoto, Dungey and co and your first words were a quip about the Monster Girl behind you. I recall thinking that you had the confidence then but also the savvy to know how to play the game, even as a teenager and an amateur....**



I think off the bike some people give me crap for posting on social media a lot but it is my formula. Being good with the fans and the media...I enjoy that. I’m not going to lie. I like getting in magazines and being on a video here, an edit there or a photo on Instagram. Whatever it is. I feel like it is part of my ‘empire’ because I look at myself as a business as well. Every little poster or comment about being good with the press...sponsors want to see that and they like it. I try to be relatable. You don’t want to look at somebody and see a robot.

**People don’t want to see someone who’s downcast...**

Exactly. Even if you are! For example at that Monster Cup press conference I was so nervous. I had Ryan Dungey and Ryan Villopoto sitting next to me and all these other guys. At the same time you are thinking ‘why do they even have me here? Now I have a target on my back’. They also know that I am at the press conference because I won’t be just ‘yes’ and ‘no’. I enjoy the media stuff.

**Do you take the John Lennon approach to it and think about having a cool quote or comment ready for a given situation?**

It is never pre-planned. If I have worked on speeches before then I tend to find that it is too stale and I end up winging it. There might be a stutter here or there!



ADAM CIANCIARULO





**FEATURE**





**Carmichael stopped in his twenties and Roczen is a multiple champion and he's barely twenty-one. Are you able to stand back at the age of eighteen and look at these multi-millionaires and think 'I only have so long in my career to do this'?**

I don't think that at all. If you think about it then you work more as an amateur than you actually do as a Pro. I was an amateur for twelve-thirteen years and maybe you get ten as 'prime time'. Those first few learning and then that moment...

**Can you imagine doing ten more years of bootcamps?**

Haha! I can, because I try to put myself in other people's shoes and motocross is what I love to do no matter if it gets me hurt. You do have to kill yourself to be the best but I would do it six or seven times over just to win a race. You live just for that one moment...and that's what motocross is. I don't think motocross is permanent happiness. When you are on the bike you are happy, but when you win a race you are stoked. I won three races, but right now nobody that cares about that. It was last year! I don't rely on motocross for happiness but I'd do anything for that one moment.

**Describe 'the moment' then. Is it that much of a high?**

Oh yeah, it's insane. The moment I came over the finish line in Dallas I lost all feeling. It is like going completely numb and was more intense than anything I've ever experienced. The last few years in the amateurs it got to the point where winning did not mean that much. It like was a '9-5' and I haven't won when it has been unexpected. Ever. The 'moment' is just a moment but I would do anything to have it again.

**Have you heard that saying of it being about the journey not the destination?**

I'm not so sure I agree. We have a really good group in Florida and they are my buddies. Jason, Ken, Marvin...we have a pretty fun train-

ing group but your mind is on the race all the time. It is always about forward thinking. The journey is what you have to do to get to the moment.

**You hinted earlier that winning could even get boring though...**

Just winning in front of all those people [at a Supercross]. It is stupid but even going through your twitter feed afterwards and you have F1 drivers and guys like Casey Stoner saying 'congrats' and from being a little kid and looking up to these people and then them sending messages like that...it is all just part of the moment. I was on my phone until about three in the morning after Dallas.

**The Baker regime seems very on-edge and tough, so how can you maintain friendships in that environment?**

The way I look at it, and maybe other people to, is that I'm there to get better and maybe it would not be as effective being there by myself. If Jason turns up to the track and feels like crap and Ryan is there feeling great and 'killing it' then Jason is going to be bummed. I think we go into it [the regime] knowing that it is going to make us better and we have to put all our other feelings aside. There are times when it is hard. We'll be on a bike ride and we'll all be struggling but one guy is just pushing ahead and then you're asking questions of Aldon. Two weeks later that guy will be the one struggling on the ride when I'm feeling decent. It all switches around and we all have our days, and we know that. The personalities count to. Jason, who people think blazes it up all the time, is actually super-mellow, Marvin is French and just 'there' and I'm just looking to get along with everybody and win races also.

**It must be one of the hardest peer pressure groups in the sport...but do they also pick you up when you're struggling...**

For sure and Aldon is like that with everybody. He has that same level-headed mentality. He is never too far up or down.



It will be either “this is the problem and this is how we will fix it” or “we’ve found the solution”! Everybody is different and it is tough when you are not ‘feeling it’ but at the same time it makes you not give in. The track record there is a ‘54 and if you are doing badly and hitting 57s then it is not possible to hide when there are others making 54s. It is a sacrifice somewhat in the aspect of being held to a higher standard all the time but it is better in the long run.

**What makes you panic? Do you think ‘I’m hurt again, people are going to drop me’? Do you have that fear? Look at someone like Jake Weimer who you must have been training with only a few years ago; a couple of injuries and people forget...**

I think my biggest fear is not fulfilling the potential that I know I have. I could have won a supercross championship last year but I didn’t. I got hurt and Jason Bogle deserved it. I went into the Outdoors fitter than ever and was looking at that too. Imagine where I would be now if both had happened. You have to think of it like that. I am super-young but I am also behind in terms of those championships. I started when I was sixteen. I am eighteen now and I think I have a solid ten or eleven years in the sport. So I imagine the fear is about potential but at the moment I don’t have it. I think ‘I can’ and ‘I will’.

**Someone like Marc Marquez is a double MotoGP Champion at twenty-one. I know you have a lot to do here still and that it is pointless to plan too far ahead but can you look outside at the bigger scene and consider a radical move like Jean Michel Bayle? Or head over to MXGP? Or do you have your heart set on something like six titles indoors and out?**

I don’t think like that at all. I don’t want to get caught up in the whole records thing because as I said earlier happiness for me does not rest solely in motocross. That’s not why I am doing it. I am doing this because I can win, and that feels better than anything for me. I’m not scared to fail or disappoint some people. That’s life. It sounds cliché but wherever life takes me really. I’m not here to win a specific amount of championships but to do my best and for an amount of time when I am still good and enjoying it. It would be cool to try some car racing or something like that...if I have a successful career that is!





ADAM CIANCIARULO








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A full-page photograph of a motocross rider, Justin Jones, leaning into a turn on a dirt track. He is wearing a blue, white, and red racing suit with the number 3 on the front of his bike. The bike is red and blue with various sponsor logos. The background is a blurred dirt track with some vegetation on the right.

MAXIMUM AIR  
WITHOUT LEAVING  
THE GROUND

Justin Jones  
2014 ISDE Gold Medalist  
2015 San FGelipe 250 Winner







# PLAY THING

By Roland Brown, Photos by Jörg Künstle

**BMW ROLL UP SOME OF THE BEST FEATURES OF OTHER KEY MODELS TO THROW THE S1000XR INTO THE PLAYGROUND. SPORT TOURER? PERHAPS THIS IS THE DEFINITION. ROLAND GOES FOR A RIDE TO SEE WHERE THE REAL HEART OF THE XR LIES...**





BMW S1000XR





## TEST

**T**here was something inevitable about BMW's creation of the S1000XR. In recent years the German marque has transformed its image with some brilliant bikes, notably the all-conquering S1000RR super-sports four and that hugely popular adventure-bike phenomenon the R1200GS boxer. So it was a logical step to blend the two into a sporty adventure bike with the four-cylinder heart of the RR and long-limbed body of the GS.

The XR's development was made more straightforward because BMW had already done the job of softening the RR's ferocious, 190bhp-plus powerplant and fitting it into a less racy chassis when they created last year's super-naked S1000R. The firm also had a very obvious target in Ducati's Multistrada 1200, which was released simultaneously with the S1000RR in 2010 and has proved a success with its sporty, road-biased take on the adventure bike theme.

Into the BMW cocktail shaker went the S1000R's 999cc engine, the R1200GS's roomy adventure-bike riding position and a dash of the Multistrada's beaky style and 17-inch-front-wheeled chassis geometry. Out came an S1000XR that resembles the Italian V-twin even down to its choice of red or white paintwork, but which shares its powerplant and aluminium-framed chassis layout with the S1000R – and yet would seem instantly familiar to any R1200GS owner who'd just thrown a leg over its tall, broad dual-seat.

That 16-valve, liquid-cooled engine, essentially a detuned S1000RR unit, remains in S1000R specification but gets fresh mapping plus a new exhaust system. The output is unchanged, which means there's a healthy torque spread and a maximum of 160bhp at 11,000rpm. Even the gearing stays the same but the XR gets the option of a new quick-shifter which, unlike the S1000R unit, works on both up- and down-changes.

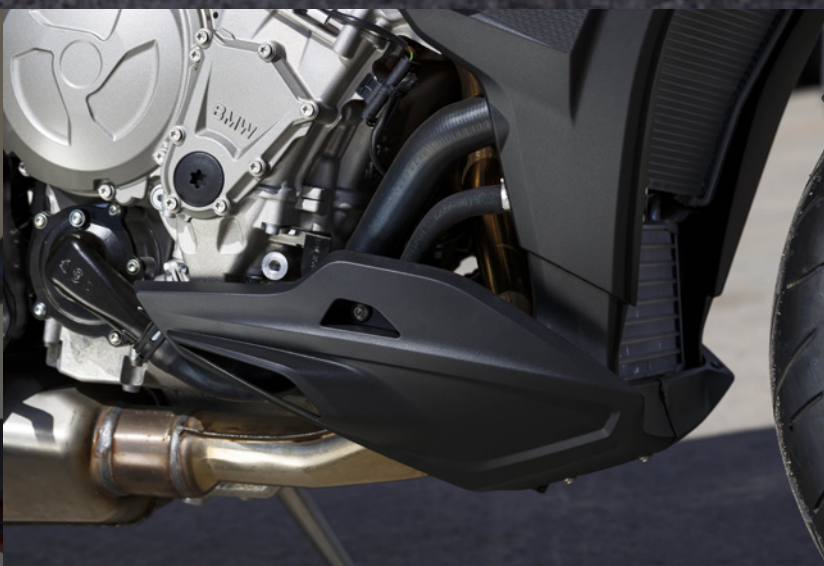
Chassis layout follows the S1000R by combining an aluminium beam frame with telescopic forks and a rear monoshock, but the XR parts are all new. The frame gives more relaxed steering geometry, there's a generous 150mm of travel up front and 140mm at the rear, and a longer aluminium swing-arm helps stretch the wheelbase for extra stability.




Any adventure-styled BMW is bound to have a hint of GS about it, along with a fairly tall seat (which in the XR's case is not adjustable, disappointingly, although lower options are available). The similarity fades as soon as you start the engine, and is gone by the time you've run the rev-happy four through its gearbox or flicked it through a set of turns. In character it's much more like the S1000R. There's a bit more room, wind protection and suspension travel but a similarly revvy four-pot power delivery and a taut feel from the chassis. Its emphasis is more on sport than adventure, emphasised in markets (UK included) where there's an upmarket S1000XR Sport model that incorporates extra riding modes and a more refined DTC traction control system, plus heated grips and cruise control. And where the top-spec Sport SE – which also adds Dynamic ESA semi-active suspension plus touring-friendly centre-stand, luggage rack and pannier fastenings – is likely to be the most popular version.



BMW S1000XR







**"THE XR CAN'T QUITE MATCH THE SIMILARLY PRICED R1200GS FOR ALL-ROUND ABILITY OR RUGGEDNESS BUT IS DISTINCTLY QUICKER, SHARPER AND MORE EXCITING, AT LEAST ON RELATIVELY SMOOTH ROADS..."**



BMW S1000XR









## BMW S1000XR

That engine is a real star: flexible and powerful enough to give arm-yanking acceleration every time you tweak the throttle, as the BMW storms towards its 160mph-plus top speed. It's also very sweetly fuelled and pretty smooth, though at typical motorway cruising speed there's a tingle that some riders might find irritating on a long trip. The XR is happier on less open roads, either ripping effortlessly out of slow turns or trickling obediently through town.

Chassis performance is excellent, especially if you're in the mood to ride hard. At 228kg with a full tank the BMW is impressively light, and the wide handlebar adds to its agility. Despite the generous suspension travel the Sport and Sport SE models' semi-active suspension gives excellent control even in aggressive cornering, at the slight expense of ride quality. The system has two settings, Road and a firmer Dynamic. I thought the latter was spot-on, but the softer setting is firm by adventure class standards.

That's another indication of the XR's sporty character, as are its sticky, street-biased Pirelli Diablo Rosso II tyres and generous ground clearance. Another outstanding chassis feature is braking ability, especially in the case of the Sport and Sport SE, which combine their powerful Brembo radial four-piston calipers with a cornering ABS system.

It adds up to a superb all-round motorbike: thrillingly fast, improbably agile, respectably comfortable and impressively versatile.

BMW's intention in developing the S1000XR was to appeal to the large numbers of ageing, middle-aged riders who grew up on sports bikes and are considering joining the exodus towards adventure machines. The long-legged four doesn't quite offer the best of both worlds. But it has enough of each to make an ideal compromise for many of those riders, and plenty of others too.















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**'On-track Off-road'** is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at [www.ontrackoffroad.com](http://www.ontrackoffroad.com) every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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